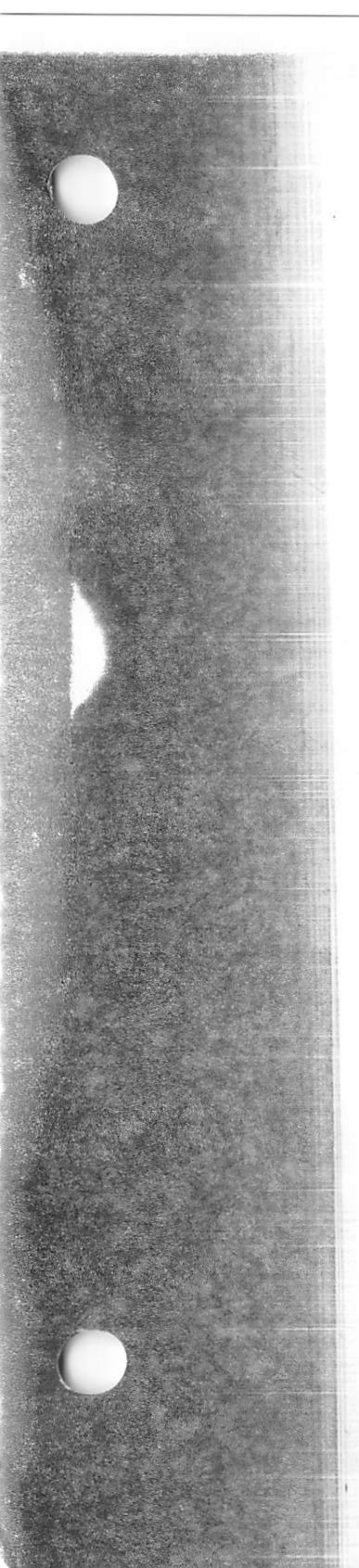


One of the most grueling tasks connected with mining in Keetley was hauling ore to Heber City before the railroad came to the area. Loads were weighed in at John A. Fortie's weighing station, and then the teamsters drove the distance to Heber's railroad depot. Some of the teamsters who shared the difficult assignment were James Provost, William Provost, William D. Murray, Bert Murray, John (Jack) Casper, Tom Harper, Craig Fisher, Ewing Peterson, Henry Clegg, John Noakes, Frank Hicken, George Giles, Hyrum Winterton, Theodore Jasperson, Moroni Casper, Ray Davis, Leland Wootton, Addison O. Moulton, Henry Baird, Alwin Baird, John (Jack) Turner, Tom Rasband, Don Rasband, Arthur Moulton, Ernest Hicken, David Murdock, Clifford McDonald, Otto McDonald, and William Holmes.

Depressed mining conditions in recent years have resulted in a slowing down at Keetley. Many families have moved away, but the community is far from a "ghost town." Those who have remained carry on an active life in working at the mines, engaging in farming and operating the motel and other businesses along much traveled U.S. Highway 40.

The intrigue of prospecting for gold and other precious metals will probably keep Keetley alive forever. The fortunes that have been lost in fruitless shafts and barren tracts will never discourage some from believing that there are still new fortunes to be made.

Typical of this is the case of "Pete" Johnson, who prospected for years in Dutch Canyon. About 1923 he proposed to some fellow miners at the Park Utah that they join together in a prospecting venture. Roy Lenzi, George Olson, Lee Johnson, Charles Smith and Bert Lindsay agreed to grub-stake "Pete" in his efforts to find ore.

For more than a quarter of a century the claimants referred to their claim as the "Lost Capital of Poverty Gulch." However, in recent years "Pete" passed away, and when his estate was settled the claim was sold to the New Park Mining Company, and each of the participants received at least double their original investment.

With many others, they still believe that gold lies concealed in "them thar hills!"

CHAPTER THIRTY-THREE

The "Other Faces" of Wasatch

Any area that reaches the century mark in its growth stands as another witness to the most common phenomenon of life—change. Wasatch County is no exception. Prosperous Provo Valley has flourished as men have changed the landscape and introduced improved, new ways of living.

Some areas of Wasatch County have changed more than others. The "boom and bust" area of Soldiers Summit was once a flourishing community and now is a ghost town. Hailstone or Elkhorn was the scene of a prosperous lumbering operation and now is little more than a widened highway. Developments were begun in both Provo Canyon and Daniels Canyon, and these, too, have given way to new highway projects. Still another changing area in the extreme north east part of the county is Strawberry Reservoir, a delightful resort and fishing spot, now undergoing a transition through conservation and wildlife practices.

SOLDIERS SUMMIT

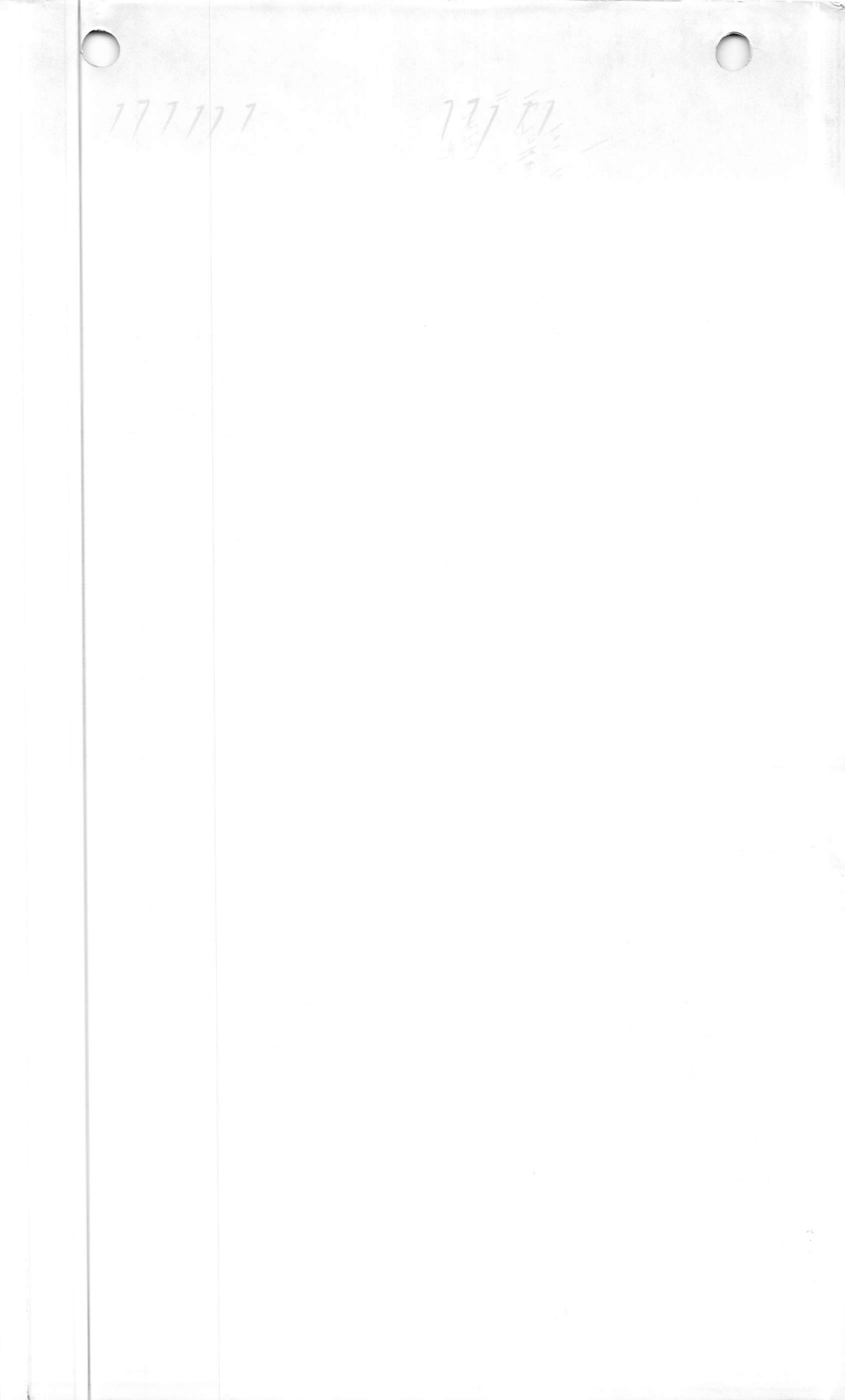
Tragedy, a railroad boom and now near oblivion are the brief steps of history in Soldiers Summit, one of the few communities in Wasatch County that lies outside Provo Valley.

The ghost town of today had its beginning about 1862 in the midst of tragedy. Soldiers from Johnston's Army that had been stationed at Camp Floyd were recalled to aid in the Civil War. Desiring to return to the East as quickly as possible many of the soldiers started up Spanish Fork Canyon along the pass between the Colorado Basin and the Great Basin. Caught in a blizzard common to the high mountain country, they died from exposure. The bodies were buried near the pass at a spot which became known as "Soldiers Summit" in their honor.

Years later as railroads began operating in the state the Denver and Rio Grande Western Railroad found it advantageous to establish a traffic control point at the summit. Extra locomotives were needed to pull the trains over the pass, and the crews that operated these engines were based at Soldiers Summit. A round-house was built there to be used in turning the locomotives around, and the area began to flourish.

In 1919 a real estate firm headed by H. C. Means began to promote the area in a development program. The government, which at that time was operating the railroads, threw its support behind the development and the boom was on.

Soldiers Summit was incorporated as a city in 1921 by H. O. Means,





Students in the schoolroom at Soldiers Summit, with Charles Bronson, teacher, standing in the rear of the room.

W. L. Dean and Fred C. Ferron. The first mayor was Jerry R. Springer who was deputy sheriff and operator of a coal yard. At the time of incorporation, the city had a population of more than 1,000.

One of the first major projects after incorporation was a "cinder project." The active chamber of commerce, railroad employees and school officials hauled cinders on all the main walks and streets to make it possible to travel in stormy, muddy weather.

Businesses grew up quickly in the new town, and were mainly based around railroad activity. There were general merchandise stores, restaurants, movie and entertainment houses, eating, rooming and boarding houses and other miscellaneous establishments.

School were also built to accommodate the more than 200 students who lived in the community at the time of incorporation. Five teachers were hired, a new school building of modern design was erected. Charles E. Bronson was named principal of the school.

Churches likewise were established, with the LDS ward located in the Nebo Stake of Utah County. Bishop Bills was the first bishop of the ward. The Baptists also established a church with a resident clergyman.

During the boom years, a wax mine of high purity was discovered just east of the town. The wax was dug out in large lumps, melted, refined and shipped east for industrial use. As many as a dozen men were hired at the time.

In later years, changes in railroad policy and the development of powerful engines that would negotiate the mountain passes without help,

as well as diversion of traffic to other routes, brought the downfall of Soldiers Summit. Many of the railroad facilities were removed, and with them went the people.

Today the ghost town has only a school with 12 pupils and one teacher. The businesses are few, and depend entirely on highway traffic for their support.

HAILSTONE

Hailstone, or Elkhorn as it has been known at times, was homesteaded in 1864 and 1865 in an area about nine miles north of Heber. The original settlers were William Paret Hailstone, Ann Davis Hailstone, William Davis and William Denton Moulton. During the time of homesteading William Davis married Mary Goddard Collins and William Moulton married Mary Lee and then later Mary Ann Davis.

Each of the original settlers homesteaded large acreages. They built small, log homes until larger dwellings could be constructed. One of the most elegant homes was built in 1877 by William Moulton, who prospered in many business ventures.

The house was constructed from sandstone brought from the Lake Creek area. Two front bedrooms were for his wives Mary and Mary Ann. Between the bedrooms was a large, beautiful parlor. There were two staircases leading to the upper story which included several more bedrooms. The house had two bathrooms, a luxury for its day, a huge, almost



The first log house in Hailstone. Owned by William Davis. Shown here on the horse is Rex Blackley.